Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1.- 5. (Canceled)

6. (New) A method for operating a drive train of a motor vehicle having

a drive motor,

a power-shift automatic transmission,

a clutch which is arranged between the drive motor and automatic transmission and is activated by extraneous force, and

at least one control device for actuating the automatic transmission and the clutch, the method comprising the steps:

using the control device to increase a slip at the clutch when a shifting-down request for the automatic transmission is detected,

using the control device to set a defined slip in such a way that by increasing the slip at the clutch a rotational speed of the drive motor is adjusted in a continuously increasing fashion to a target rotational speed after the shifting-down process has ended.

7. (New) The method as claimed in claim 6, wherein the slip at the clutch is increased as a function of operational variables of the motor vehicle.

8. (New) The method as claimed in claim 6, wherein the drive train has a power actuator whereby a driver of a vehicle sets a predefined power value for the drive motor, and the slip at the clutch is increased as a function of a characteristic value which characterizes the predefined power value.

9. (New) The method as claimed in claim 7, wherein the drive train has a power actuator whereby a driver of a vehicle sets a predefined power value for the drive motor, and the slip at the clutch is increased as a function of a characteristic value which characterizes the predefined power value.

10. (New) The method as claimed in claim 6, wherein the slip at the clutch is increased as a function of a characteristic value which characterizes the driving style of the driver of the vehicle.

11. (New) The method as claimed in claim 6, wherein the control device sets the defined slip in such a way that the rotational speed of the drive motor reaches the target rotational speed before a rotational speed at the input of the automatic transmission.

12. (New) The method as claimed in claim 7, wherein the control device sets the defined slip in such a way that the rotational speed of the drive motor reaches the target rotational speed before a rotational speed at the input of the automatic transmission.

13. (New) The method as claimed in claim 8, wherein the control device sets the defined slip in such a way that the rotational speed of the drive motor reaches the target rotational speed before a rotational speed at the input of the automatic transmission.

14. (New) The method as claimed in claim 9, wherein the control device sets the defined slip in such a way that the rotational speed of the drive motor reaches the target rotational speed before a rotational speed at the input of the automatic transmission.

15. (New) The method as claimed in claim 10, wherein the control device sets the defined slip in such a way that the rotational speed of the drive motor reaches the target rotational speed before a rotational speed at the input of the automatic transmission.